

REMARKS

This paper is being submitted in response to the Office Action mailed November 5, 2004, for the above-referenced application. In this response, Applicants have cancelled claim 3 without prejudice or disclaimer of the subject matter thereof, amended claims 4, 5, 6 and 7 and added new claims 8-17 to clarify that which Applicants regard as the invention. Applicants respectfully submit that the amendments to the claims and the new claims are fully supported by the originally-filed specification.

Applicants thank the Examiner for allowing claims 1 and 2 and indicating that claims 4, 6 and 7 contain allowable subject matter. Applicants have rewritten claims 4, 6 and 7 into independent form to incorporate the features of the base claim and any intervening claims. Accordingly, Applicants respectfully submit that these claims are in condition for allowance.

The rejection of claims 3 and 5 under 35 U.S.C. 103(a) as being unpatentable over U.S. Patent No. 4,086,878 to Eisele et al. in view of U.S. Patent No. 3,897,757 to Albello has been rendered moot by the cancellation herein of claim 3 and the amendment of claim 5 to depend from rewritten claim 4.

Further, Applicants have added new claims 8-17 and respectfully submit that these claims are patentable over the cited prior art.

New independent claim 8 recites an internal combustion engine system including an internal combustion engine, said engine having a compression ratio in the range of

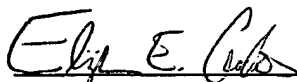
approximately 11 to 16. At least one valve introduces EGR into said internal combustion engine along with a stoichiometric fuel/air mixture including hydrogen sufficient to prevent misfire and wherein the amount of EGR is sufficient to prevent knock. Claims 9-12 depend from independent claim 8.

New independent claim 13 recites a method for controlling an internal combustion engine including operating an internal combustion engine having a compression ratio in the range of 11 to 16. EGR is introduced into said internal combustion engine along with a stoichiometric fuel/air mixture including hydrogen sufficient to prevent misfire and wherein the amount of EGR is sufficient to prevent knock. Claims 14-17 depend from independent claim 13.

Based on the above, Applicants respectfully request that the Examiner reconsider and withdraw all outstanding objections and rejections. Favorable consideration and allowance are earnestly solicited. Should there be any questions after reviewing this paper, the Examiner is invited to contact the undersigned at 617-248-4792.

Respectfully submitted,
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